

every one them. Every one of those things that we say we want, our tax system punishes.

So people make their equation and they say: Well, should I do this? Well, no. I am taxed more if I do that. I am taxed more if I work hard. I am taxed more if I succeed. I am taxed more if I hire more people, on and on and on.

So when you look at where we are, from a growth standpoint, which is incredibly important because we can't tax our way out of the challenge that we have got. We can't even cut spending to the degree that we need to to get out of the challenge that we have from a fiscal standpoint.

We need to grow the economy. And the growth rate that we have had over the last 40 to 50 years in this Nation, average growth rate has been about 3.2 percent. Your constituents and my constituents and people all across this great country know that over the past 6 months we have seen a growth rate of 1 percent, and over the past 8 years we have seen a growth rate in the neighborhood of 2 percent. So we have had a 33 to 65 percent reduction in the level of growth in this country.

What does that mean to folks back home?

It means the jobs aren't being created. It means that there is part-time work instead of full-time work. It means that you have a son or a daughter that graduates from college and they can't find a job in the endeavor that they have chosen. All these things that make it so that the economy is tamped down, harmed by our current system.

So the FairTax does all sorts of wonderful things, but one of the things that it does that would just reinvigorate and enlighten this economy is to incentivize the things that we say that we want: incentivizing savings, incentivize investment, incentivize hard work, incentivize entrepreneurship, incentivize risk-taking. Incentivize individuals who are out there trying to build a better mouse trap and we are going to reward them for trying to build that better mouse trap.

So I am enthusiastic about H.R. 25, enthusiastic about the support that you have continued to generate for this. I want to commend John Linder, who is a dear friend of yours and mine, and the work that he did to begin this project. I know that we will ultimately get to this point of a FairTax, of a consumption tax, because it is the right thing to do and it is the only thing that we can do that actually solves many of the challenges that we have got. So let me commend you for what you are doing. God bless you. It is a wonderful, wonderful work. And if you keep at it and we keep at it, I know that the American people will ensure that they invigorate men and women in this Chamber so that they support this commonsense, logical, exciting solution to the challenges that we face from a fiscal standpoint.

Mr. WOODALL. If I could say to my friend, a lot of folks believe that this town is just about talk, talk, talk, talk, talk. Yet you, in your budget that you have prepared, moved out of the Budget Committee, put down in writing, black and white, put your name behind it for all the world to see, every cycle, that there is a better way and we can do better.

Folks are afraid to take a stand on issues. You have been unafraid to take a stand. We cannot get from here to there without that kind of leadership, and I am grateful to you for that.

Mr. TOM PRICE of Georgia. Well, thank you, because this only happens when people get out there and say this is the solution. These are the kind of positive solutions that we can put forward, and if we were to adopt them, then it's "Katy, bar the door."

Thanks so much for your great work.

Mr. WOODALL. I thank my friend. And I would encourage folks, if you have any—if you want the black and white on this issue, go back to the Joint Tax Committee Tax Symposium. The Joint Tax Committee invited in everyone from the far-right economists to the far-left economists and said, Take a look at America's Tax Code and take a look at a consumption tax like the FairTax and tell me what it would do for the American economy, for families, for jobs.

Every single economist—not some, not most, every single economist—said a consumption tax, a move away from our current tax system will grow the American economy. Some said a little, some said a lot.

But we can do better. There is not a single Member of this Chamber who defends the current Tax Code as being the best we can do. It is not. The FairTax just may be the best we can do.

If you are not quite ready for the FairTax—and I hope you are; it is H.R. 25—let me refer to the Better Way agenda. The chairman mentioned it earlier. It is on the Speaker's Web site, betterway.speaker.gov. It is on better.gop as well.

The chairman of the Ways and Means Committee laid out a fundamental change in the way we do taxes. It is the most consumption tax-based plan a Ways and Means chairman has ever produced for this institution. It is not the FairTax, but dadgummit, it is moving us in the right direction.

If you want some encouragement about what is doable, about what we are able to bring ourselves together around, about what can really, Mr. Speaker, make a difference for jobs and the economy, look at what Chairman KEVIN BRADY from Texas has done. Again, it is a part of the House's Better Way agenda, but it is laid out there in black and white.

What my challenge is, not just for Members of this Chamber, Mr. Speaker, but for all voters across the country is the chairman has laid out a plan that gets rid of the exemptions, the deductions, the carve-outs, all of the lob-

byist special favors. All of that is gone, but it is up to us to keep it gone. Take a look at it, believe in it, and then let's work together to make it a reality.

The only people who are disadvantaged by a change to a competitive Tax Code are our foreign competitors overseas. This isn't about Republicans. This isn't about Democrats. This is about America. This is about growth, and there absolutely is a better way.

Mr. Speaker, I thank all of my colleagues for their leadership and for joining me here.

I yield back the balance of my time.

PORK SHIPS

The SPEAKER pro tempore. Under the Speaker's announced policy of January 6, 2015, the gentlewoman from California (Ms. SPEIER) is recognized for 60 minutes as the designee of the minority leader.

Ms. SPEIER. Mr. Speaker, tonight we are going to talk about pork ships. Now, you may be scratching your head. What is a pork ship?

Well, a pork ship was a name coined by POLITICO. Some may think, well, maybe that is a creative barbecue dish. Or military historians might say: Well, maybe it has something to do with the Bay of Pigs. Others might think it is an Oscar Mayer-sponsored cruise liner. But all those guesses would be wrong.

The term actually applies to a chronically unreliable ship, the littoral combat ship.

Well, how unreliable is this ship?

In just the last 9 months, four of the six ships that we have built as Littoral combat ships have been in trouble. They have broken down.

As a member of the Armed Services Committee, I have been working to rein in this program for years. Unfortunately, the ship's manufacturers and some Members of Congress seem intent on throwing good money after bad.

The LCS has cost us almost \$20 billion so far; \$20 billion for six ships. But we have many more that we are going to build that are going to be flawed and that will break down. So the total cost of the ships over the course of the program is a mind-blowing \$120 billion. That is right, \$120 billion.

Now, we are scraping right now to find enough money for the defense budget. We are scraping right now to come up with \$2 billion to protect Americans from the Zika virus. Meanwhile, we are spending truckloads of money on ships that don't float.

Now, maybe I am being a little hyperbolic here, but I am going to follow through by talking about the history of the ship. The ship is so poorly conceived that even the name, littoral combat ship, doesn't fit.

The term "littoral" means that the ship should be able to operate along the shoreline. Yet, Navy officials have admitted that they haven't studied carefully enough whether the LCS is the right ship for warfare in shallow waters.

Combat. Combat isn't accurate either since the Defense Department's Testing Office has said the LCS is not survivable in combat settings.

Littoral combat ship. It doesn't meet the term "littoral." It doesn't meet the term "combat." And considering that one of these ships spent 58 percent of a 10-month deployment idle in a port, we might suggest that maybe it is not even a ship.

The Navy now wants to call it something else. Since this grand scheme that was concocted back in the 1990s doesn't quite fit today, let's just rename it a frigate.

So what is a frigate?

A frigate is a heavy, slow, and survivable ship. The littoral combat ship meets the heavy because it is much heavier than it was supposed to be. It is much slower than it is supposed to be, but it is not survivable.

So the question then becomes: What are we doing? We are never going to get back the nearly \$20 million we have already appropriated on that vessel, but are we going to spend extraordinary sums of money on something that didn't meet the initial expectations and has proven over and over again that it is not working?

Let's talk about the evolution of the LCS and how we got to this point. One of the primary reasons for building the LCS was to increase the size of the Navy by building smaller and presumably cheaper vessels. However, there was never a consistent agreement on the LCS' mission.

Military correspondent David Axe has called the LCS "Frankenstein's warship" and questioned whether the LCS should be a heavily armored combat vessel, a mine clearer, a submarine hunter, a low-cost patroller.

How about a small, fast amphibious ship?

It was apparently meant to be all those things, yet we seem to have ended up with a ship that can do none of these things.

Since the Navy didn't conduct rigorous analysis on the ship until billions of dollars were already spent, they were building it without a strategic plan. As a result, the LCS program has changed its fundamental acquisition plan—now, get this—four times since 2005.

□ 1745

We now have a ship that is less survivable and less lethal than originally planned. The real threshold question is: Do we really want to put our sailors' lives at risk on a vulnerable ship? That should be the threshold question. If this ship is so plagued with flaws and is not survivable in combat, are we not putting our sailors at risk?

On top of the fact that the LCS is struggling to perform its intended missions, it is turning out to be the proverbial lemon. As detailed by a Politico article in July, the ship's maiden voyages have been marked by cracked hulls, engine failures, unexpected rust-

ing, software glitches, and weapons malfunctions.

So let's start with February 2011. Here we are. What happened there? In February 2011, the USS *Freedom* sprung a 6-inch crack in its hull that required several months' worth of repairs. All right, that is the USS *Freedom*.

Now we are in June 2011, just a few months later, and we find that the USS *Independence* has suffered severe corrosion and has been sidelined.

In December 2012, the Defense Department's director of operational test and evaluation released a report saying: "The LCS is not expected to be survivable . . . in a hostile combat environment." Now, this is the office within the Department of Defense within the Department that is charged with making sure our weapons are safe, effective, and accurate; and the testing office is saying: Do you know what? It is not survivable.

In July 2013, the USS *Freedom* was, once again, immobilized during a trial run. So it has got two strikes now. Also in July of 2013, the GAO urged Congress to restrict the purchase of new LCS until the Navy completed technical and design studies and figured out how much it will cost to fix the vessel's problems. These were very good suggestions. Now, we pay these departments to make these recommendations. But guess what. We just ignored it.

We move from July 2013 to December 2014. Secretary of Defense Hagel directed the Navy to study ways to improve the program. However, the Navy doubled down on its failed strategy and prioritized costs and schedule considerations over mission requirements.

In December 2015, the USS *Milwaukee*—yet another LCS—broke down and had to be towed 40 miles after a software malfunction. In the same month, Secretary of Defense Carter directed the Navy to cut the program which would save billions of dollars. Once again, Congress resisted these efforts.

Another LCS, the USS *Fort Worth*, in January 2016 was sidelined because its operators failed to follow proper maintenance procedures.

In June of this year, GAO recommended Congress not fund any LCS for 2017. So what did Congress do? In a strained budget, did we heed the GAO? No. No, we didn't. The NDAA authorized not one, not two, but three new ships—three new ships—adding \$1.5 billion to the budget. Now, this is after the GAO said: Do not authorize any more LCS this year. What did we do? We actually upped the department's request of two to three.

But there is more. In July of this year, the USS *Freedom*—oh, my God, the third time—yet again encountered more mechanical issues. How bad is it? This time its engine will need to be rebuilt or replaced. This is a \$400 million ship that has been in dock, paralyzed, and towed in three times already, and now we are being told we have to replace or rebuild the engine.

Then most recently, yet another—there are only six of them, mind you, and five of them have had problems. In August of this year, the USS *Coronado* broke down because of an engineering problem.

Despite all of these problems and all of these warnings, what do we do in Congress? We continue to throw money at this ship. Lemons may float in water, but this lemon of a ship evidently does not, and it is taking taxpayer money to the bottom of the ocean with it.

Even the Republican chairman of the Senate Armed Services Committee, JOHN MCCAIN, has questioned the LCS program, demonstrating that this is not a partisan issue.

Members, we have a responsibility to take care of the taxpayers' dollars. It makes you wonder why certain House Members are so committed to not just sustaining, but boosting the LCS production. Aren't we supposed to be prudent with taxpayer money?

The answer may be looking at what the shipbuilders were doing in Washington from January to March of this year. During that time, these shipbuilders were spending hundreds of thousands of dollars to lobby Congress. Do you know what? I bet we are all paying for that in the bottom line of that particular contract.

I experienced firsthand what that money can buy when I attempted to introduce an amendment to the FY 2017 Defense Appropriations bill that would have reduced the total ships purchased from three to two for this fiscal year.

Now, the Rules Committee apparently decided that my amendment was not germane to the bill. I mean, truly, that is right. An amendment on defense spending was deemed not relevant to a defense spending bill. This wasn't an absurd proposal either; it was in line with the President's budget request. It certainly wasn't a poison pill. That one ship represented only about 0.06 percent of the total defense budget.

In hindsight, I should have followed GAO's recommendation to not fund any LCS next year. I thought only going with two ships was a fair compromise. We won't know because we weren't even allowed to vote on it. That is what we do here. We avoid voting on controversial issues. But that is our job, and this is more than just controversial. This is spending taxpayer money and spending it poorly.

Even LCS shipbuilder Lockheed Martin must have been surprised that my amendment never reached the House floor. They had already sent out a letter urging a "no" vote on it. Now, as I mentioned, it never even got considered because it was held to be non-germane in a defense spending bill. But their arguments for voting against the amendment are about effective as a littoral combat ship is at a littoral combat, which is to say not very.

Lockheed said that if we reduced the LCS program, the Navy would be "unable to sustain fleet capability and

meet global requirements.” However, the Secretary of Defense said that cutting the LCS would actually improve our naval forces by allowing us to invest in more pressing needs.

Lockheed’s letter also said that we shouldn’t reduce the LCS program because “ship count is crucial for the Navy to meet its tactical missions.” Ship count may be an important measurement of capability, but we should not be spending billions of dollars just to reach an arbitrary ship number, especially if those ships aren’t survivable in combat or stall out on the open seas and have to be towed back to port. But that is what we are funding. We are funding flawed ship design, and we are funding flawed ships that are costing us a truckload of money.

Lockheed also maintains if we cut the program it would force the shipyards to shut down. But that is not even true. The GAO says both companies who work on the LCS variants already have enough work on the books to keep their shipyards running to the year 2021.

Fortunately, there is still an opportunity to salvage some savings from this shipbuilding program. The NDAA conference committee has been meeting to discuss provisions for the final bill. The Senate version supports Secretary Carter’s directive to reduce the number of LCS. As a member of the conference committee, I have argued for the adoption of this provision. Cutting the total number of ships will save billions of dollars of taxpayer money over the long run.

As wasteful and as unnecessary as this program has been, it is just the tip of the iceberg of Congress forcing the Defense Department to spend taxpayer money on weapons it does not want and only seem to benefit certain industries.

For example, the House NDAA bill redirects \$18 billion in critical funding for wartime operations towards programs the Defense Department did not request. As a result, the bill would only fund the Defense Department through next April, effectively sidestepping the Bipartisan Budget Act compromise signed onto by both Republicans and Democrats that we reached just last year and putting funding for combat operations at risk.

In any budget environment, this is not the way we should be doing business, but House Republicans think nothing of engaging in these wasteful and irresponsible budget shenanigans—and some Democrats, too.

Now, I am all for Congress revisiting budget caps and looking for waste and areas where spending and support should be increased. But I do not support cutting funding to crucial, existing programs to fund programs the military doesn’t even want.

Furthermore, should we be funding programs and should we be funding weapons that have not been fully tested, as the LCS is, that has already shown that it is flawed, that has already shown that five out of the six

ships that are afloat have had problems, and they are big problems?

Whom do we work for? Do we work for big business; or do we work for the American people? Throwing taxpayer money at failed programs solely for the benefit of industry is not how we should be operating.

I am going to stop here. I am joined by my colleague from Minnesota. He is one of the most outspoken people in this Congress on issues around fairness in budgeting, and I am grateful that he is here.

Mr. Speaker, I yield to the gentleman from Minnesota (Mr. ELLISON).

Mr. ELLISON. Mr. Speaker, I thank Representative SPEIER for yielding. I appreciate the gentlewoman being the leader on this issue, looking after the public dollar and looking after our national security making sure that we don’t waste any money but that we put our energy into making sure that we protect the American people at the most proper cost because a dollar that we waste is a dollar we cannot use to do anything else. So the gentlewoman’s advocacy here, I think, is absolutely important.

I would like to thank the gentlewoman for organizing this hour to highlight an area of incredible waste of funds, the littoral combat ship. The Operational Test and Evaluation office in the Pentagon said in January that the ship is not reliable.

□ 1800

The Pentagon wants to pay for only two of these ships in 2017, enough to preserve competition and to make sure that taxpayers get the best deal for their money. Yet some in Congress want to force the Pentagon to buy three ships. Key Members of the Congress have expressed their concerns about the ship.

Senators JOHN MCCAIN and JACK REED do not believe that the littoral combat ship could defeat an enemy fleet “unless the enemy fleet consists of a small number of lightly armed boats at extremely short range.”

The GAO thinks the problems with the littoral combat ship are severe enough to merit a complete production pause. The GAO recommends that Congress not fund these ships in 2017. The last of the Navy’s survivability tests will not be completed until 2018, giving us the answers we need to guide future development.

The events of this week only reinforce the GAO’s recommendation. The Navy ordered all littoral combat ship crews to stand down and halt operations in order to review procedures and engineering standards. Every single sailor with an engineering role on the crew will need to be retrained. This is due to ongoing challenges. That ought to be enough for us to take notice.

Yet Congress is not listening to the facts. The House appropriated an extra \$348 million for this ship in 2017. \$348 million goes a long way to buying

other things that can promote national security, but also things that can help domestic security—things like housing, things like food, jobs, all these kinds of things that we have urgent needs to address. We haven’t taken up the Zika. We haven’t dealt with Flint. Many urgent needs.

This is not a worthwhile meritorious expenditure. Somebody is getting paid, and it is not right. The American people’s interest should be upheld first. That is \$348 million above what the President requested for a ship that is not even working.

There are better uses for the taxpayer’s money. Like I said, Zika. Let’s make sure that our veterans are stably housed and support mental health programs. How about universal child care for working families? There are so many urgent needs that the American people have. Or, if we stick to military needs, let’s support our troops overseas for an entire year, not just a few months.

I want to thank the gentlewoman from California (Ms. SPEIER) for bringing to light this critical issue. She always is at the forefront when justice needs a champion. I want to urge Ms. SPEIER to keep up the fight. We are very proud of her and the work that she does. We will always be standing by her side.

Ms. SPEIER. Madam Speaker, I thank the gentleman from Minnesota (Mr. ELLISON) for his comments. He hit the nail on the head. There are so many important resources, there are so many important services that we need to fund, and yet we don’t find the money for that. Meanwhile, we have six ships, five of which have had problems, flaws, and yet we will not only continue to fund those ships, continue to rehabilitate those ships, but they are going to add three more.

When will we finally get the message that there is something wrong with this ship? Let’s go back to the drawing board. Let’s do this the right way. Let’s not build more ships until we find out what is really wrong. This ship has not been fully tested yet.

Imagine if we put cars on the road that haven’t been fully tested and then were breaking down and they were being towed. Would we put up with that? Absolutely not. But we are putting up with it when it comes to the funding of these ships, and I think it is a travesty.

I would say the LCS program has to go. Not just the name, because we have already proven that it is not subject to littoral shorelines. It is not eligible for combat survivability, and there is a big question as to whether or not it is a ship at all since it has the potential, or the propensity, to sink or to break down.

Let’s trim the fat from this pork ship and finally sink it.

Madam Speaker, I yield back the balance of my time.

ZIKA VIRUS

The SPEAKER pro tempore (Mrs. COMSTOCK). Under the Speaker's announced policy of January 6, 2015, the Chair recognizes the gentleman from Florida (Mr. JOLLY) for 30 minutes.

Mr. JOLLY. Madam Speaker, I appreciate the opportunity tonight to come to the floor of the House together with a bipartisan group of legislators from the State of Florida to talk about the importance of urgent action on the Zika virus.

Perhaps no story has captivated the anxiety of the American people more than Zika has recently. Neither has a topic more angered the American people, angered people throughout Florida, because of the inability of a Congress and a President and a divided government to put policy ahead of politics and actually address what is a growing public health crisis.

Many issues that we face today—and the Founders intended this—are regional issues, from flooding, to health scares, to infrastructure issues. We have regional representation here in the House. Florida, in the continental United States, is ground zero for the impact of the Zika virus.

What has emerged within the Florida delegation, I am proud to say, is consensus that continues to grow among Republicans and Democrats around urgency. Now, we all have different opinions about the packages that have been proposed. Over the past 6 months, we have seen three primary options:

The President proposed a plan of \$1.9 billion over 2 years. That was his initial proposal.

The House proposal had money flowing at about that same rate by reallocating \$600 million from unspent Ebola money that was to be delivered over about 6 months, so \$100 million a month, depending on how you calculate the color of money.

The Senate reached a compromised plan at about \$1.1 billion. Now, I am sure we all have differences of opinions about which plan is best. We have seen that. We have seen demands for votes on the President's plan. In fact, in the Appropriations Committee, we have had to take those votes many times. We have seen the Senate act on their plan. We have seen the House act on theirs.

I had great reservations about some of the elements of the President's plan, and I was honest about this. The President's plan assumed a 2-year crisis instead of just 1. I had questions about that. The President's plan allowed for construction of capital properties on leased lands with no recapture provisions. I had concerns about that in terms of stewardship of taxpayer dollars. The President's plan also expands Medicaid services of taxpayer supported health care in Puerto Rico by an additional 10 percent for any healthcare needs, not just Zika, arguably diluting money going to Zika. Those were my concerns. The system is set up for us to have that debate. It is okay that we have that debate.

Others have great concerns about the House bill and some of the provisions and riders in the House bill. They have objected to those. That is understandable as well.

In the Senate, they reached a compromise around a \$1.1 billion clean bill.

We should have these debates early on. Nothing should be rubber-stamped. We wouldn't be doing our job if we didn't actually read the legislation, see what is in it, and talk about a contest of ideas. But we can never let those differences lead us to inaction. That is what is at risk in the current Zika debate. We cannot let our differences lead us to doing nothing.

I believe we have a pathway forward around a consensus, clean \$1.1 billion package we have seen in the Senate today with my colleague, CURT CLAWSON, from the State of Florida and others. We have introduced the clean version with no riders of the Senate plan here in the House of Representatives to hopefully give us a platform where we can build consensus around it. I believe that is the way to do it. Drop the riders, fund Zika. Let's do it. Let's do it now.

But at the end of the day, whatever package comes through here, we are called to support it. This is a public health crisis that we must address, which is why, despite my objections initially to the President's plan, I have begun to vote for the President's plan in the Appropriations Committee because the urgency is now, and it is time that we pass a Zika package.

The American people are angry, but they are scared. It is not our job to take the nuances of legislation, the nuances of different colors of money in the Federal budget process, and try to preach at the American people why one side is right or the other. Our job is to listen to the anxiety of the American people and address a pending health concern in a divided government.

The anger is that this issue perfectly reflects the dysfunction we often see in Congress, and it is doing so in the context of a public health crisis. We have to seize upon the better angels in this Chamber and in this town. You see, it doesn't help when either side plays politics with the Zika issue when the first thing that happens after a vote is the two campaign committees rush emails out the door in Members' home districts trying to raise money or blame politics, blame each other.

As a Florida delegation, let us lead tonight in trying to form consensus around a solution on Zika.

In that light, I am happy to be joined this evening, first, by a colleague of mine from south Florida and the Keys, one of the most beautiful districts next to Pinellas County, I would say.

Madam Speaker, I yield to the gentleman from Florida (Mr. CURBELO), a champion and early endorser of Zika funding.

Mr. CURBELO of Florida. Madam Speaker, I thank the gentleman from Florida (Mr. JOLLY), my distinguished

colleague, for leading this very important discussion here this evening on a topic that has a lot of people worried back home.

I remind people that, in the State of Florida, this is, obviously, a public health crisis. There are a lot of women who are pregnant and are very concerned. A few weeks ago, we got a call from my wife's OB/GYN telling us that his office was full of patients asking questions—a lot of anxiety, a lot of nervous people in our State.

In Florida, this is also an economic issue. I met recently with businessowners in the Wynwood-Allapattah area near downtown Miami. They tell me that business in that area is down 60 percent. That means jobs. That means people who aren't going to be able to take income home to their families, income that they need.

For us, of course, it is a public health crisis, and that is our number one concern because we want to make sure that people can live comfortably and feel safe in our State. We actually know a few people who have left the State because they are pregnant and they don't want to risk exposing their unborn babies to the effects, the devastating effects, that we have seen Zika cause throughout the world, primarily microcephaly, babies born with brain disorders.

By the way, we are still learning a lot about the Zika virus. We don't know what the long-term effects are because, until recently, this isn't a virus that had really come under the microscope.

The bottom line is that we need these funds because we need long-term certainty in the fight against Zika. We need long-term certainty so that all the Federal agencies—the CDC, Health and Human Services, State agencies, local agencies—can all respond, develop a vaccine, and, of course, help partner nations overseas.

In Florida, we get tourists from all over the world, but especially from Latin America, from South America. We need to help nations like Brazil get this virus under control; otherwise, we will continue to be exposed.

Madam Speaker, I am so thankful to my colleague, Mr. JOLLY, for his leadership on this issue, for bringing us together here tonight—Republicans and Democrats—asking for common sense, asking to make the American people proud of this Congress, to show that we can be competent, that we can solve people's problems, that we can help people feel safe and secure in their communities, especially throughout the State of Florida.

Mr. JOLLY. Madam Speaker, my appreciation to Congressman CURBELO.

Carlos raises an interesting insight, which is part of getting to the bottom of this early on, that, as stewards of taxpayer dollars, what is the money to be used for? Those questions initially are very important. As I mentioned, I had some early objections with the President's plan that I have resigned